

FORM 1-73 USE PREVIOUS EDITIONS 5-63

MSG. 766

CLASSIFIED MESSAGE

DATE 1545Z 22 DEC 64

25X1A

SECRET

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

25X1A

ROUTING INT

1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

ROUTINE

OSA 1-15

Ret

IN 64108

TOR 1731Z 22 DEC 64

TO

INFO

CITE

25X1A
25X1A

KEDLOCK

POSTED
m.p.

1. FLIGHT NO 48, ARTICLE 1001, FLOWN MONDAY 21 DEC 1964

25X1A

3. DURATION: 0:55 HRS, TOTAL TIME 57:45 HRS.

4. MAX SPEED REACHED: 3.15 M MAX ALT 73,000 FT

5. TIME FROM 0.9 M TO 1.2 M APPROX 4 MIN

6. TIME FROM 1.2 M TO 2.0 M: APPROX 5 MIN

7. TIME ABOVE 2.0 M: 0:20 HRS THIS FLIGHT. TOTAL 6:11 HRS

8. TIME ABOVE 2.6 M: 0:15 HRS THIS FLIGHT. TOTAL 1:12 HRS

9. TIME ABOVE 2.8 M: 0:10 HRS THIS FLIGHT. TOTAL 0:40 HRS

10. TIME ABOVE 3.0 M: 0:05 HRS THIS FLIGHT. TOTAL 0:18 HRS

11. T.O. WEIGHT 115,600 LBS, C.G. 22.3 PERCENT

12. CONFIGURATION: SAME AS FOR FLT 47 EXCEPT RH CIT SYSTEM

COMPONENTS CHANGED AND BOTH SYSTEMS RECALIBRATED TO CORRECT PROBLEMS OF FLT 47.

USAF review(s)
completed.

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING

Approved For Release 2004/05/13 : CIA-RDP89B00980R000300060028-6

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S E C R E T
(IN 64103)

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13. OBJECTIVES: PERFORMANCE ACCELERATION TO MAX MACH NO. YAW AND PITCH STABILITY EVALUATION UP TO 2.6 M. INS CHECK FOLLOWING FAST ALIGN SET-UP.

14. TAKE-OFF AND CLIMB-OUT WERE UNEVENTFUL. TAKEOFF WAS MADE TO THE WEST, FOLLOWED BY TURN AROUND AND CLIMBING ACCELERATION TO THE EAST AS ON PREVIOUS FLIGHT.

15. TRANS-SONIC ACCELERATION APPEARED QUITE GOOD TO THE PILOT, AS DID THE REST OF THE ACCELERATION.

16. CLIMB SCHEDULE FOLLOWED WAS SAME AS THE PREVIOUS FLIGHT.

17. INLET OPERATION SMOOTH THROUGHOUT ENTIRE ACCELERATION. SOME MINOR UNSTARTS AT 1.9 M - 1.8 M ON DECEL.

18. 35-40 DEGREE BANK TURN STARTED AT 2.2 M, APPROX. SAME LOCATION AS ON PREVIOUS FLIGHT. 3.1 M REACHED BY ROLLOUT.

19. SMALL YAW OSCILLATION, DAMPED, OCCURRED SEVERAL TIMES BETWEEN 2.98 M AND 3.02 M, SIMILAR TO LAST FLIGHT. NOT CONSIDERED A PROBLEM.

20. ACCELERATION TERMINATED AT 3.15 MACH WHEN LIMIT CIT REACHED 23,500 LBS FUEL REMAINING AT THIS POINT.

21. CIT'S EXHIBITED TEN DEGREE C SPREAD AT LOW SPEEDS, INCREASING TO 35 DEGREE SEPARATION AT PEAK MACH. THIS SAME AS ON PREVIOUS FLIGHT. SINCE EXTENSIVE CORRECTIVE WORK HAD BEEN DONE ON THE GROUND SINCE THE LAST FLIGHT TO ASSURE SYSTEM ACCURACY, IT IS EVIDENT THAT SOME CONDITION ASSOCIATED WITH FLIGHT OPERATION IS FEEDING ERROR INTO SYSTEMS. WHATEVER THE CONDITION, IT NOT ONLY CAUSED THE TWO SYSTEMS TO READ DIFFERENTLY, BUT BOTH TO READ HIGH. TOP PRIORITY EFFORT IS BEING APPLIED TO CORRECT THE PROBLEM.

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[REDACTED] (IN 64108)

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22. YAW AND PITCH STABILITY CHECKS OBTAINED IN THE DECEL FROM 2.6 M DOWN TO 1.4 M.

23. AUTOPILOT ALTITUDE HOLD MODE CHECKED AT 400 KEAS, 58,800 FT. EXHIBITED FAIRLY CONSTANT PITCH OSCILLATION WITH 2-3 SECOND PERIOD.

24. INS HAD BEEN ALIGNED AN HOUR OR TWO BEFORE FLIGHT AND TURNED OFF EXCEPT FOR STANDBY HEAT. AIRCREW CONDUCTED FAST ALIGN AFTER ENGINE START. RESULTS QUITE GOOD: 8-9 N.MI. TERMINAL ERROR AFTER 80 MINUTES IN NAV MODE.

25. DRAG CHUTE OPERATION SATISFACTORY ON LANDING. CORRECTIVE ACTION NOTED IN TWX ON LAST FLIGHT APPEARED TO BE EFFECTIVE.

26. PHOTO PANEL TEST RECORDS NOT AVAILABLE AFTER APPROX. 0.9 M IN THE ACCEL. FILM TAKE-UP SPRING FAILED, JAMMING CAMERA.

27. PLANNING FURTHER INVESTIGATION INTO CIT SYSTEM PROBLEM BEFORE NEXT FLITE. ALSO MUST CHANGE SEALS IN RH ENGINE TEB TANK FILL VALVE. CONSIDERING CORRECTING BOTHERSOME LEAKS IN NOS 1 AND 3 TANKS. WILL RESUME FLYING TUESDAY OR WEDNESDAY OF NEXT WEEK.

END OF MESSAGE

S E C R E T